

App. No. 10/804,809  
Office Action Dated November 4, 2005

### IN THE CLAIMS

#### **Amendments To The Claims:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

#### **Listing of Claims:**

Claims 1-3 (canceled)

4. (Original) A multi-cylinder engine comprising:  
an engine portion, wherein the engine portion includes a first end, a second end;  
a cam chain case disposed adjacent to a first end of the engine portion;  
a working fluid port positioned at the second end of the engine portion;  
a plurality of engine cylinders disposed between the cam chain case and the working fluid port, wherein each cylinder includes a plurality of valves;  
a plurality of working fluid channels connecting the working fluid port to the plurality of valves, wherein at least one valve of the cylinder adjacent the cam chain case is in fluid isolation from the working fluid port.
5. (Original) The multi-cylinder engine according to claim 4, wherein the engine portion is an in-line cylinder engine.
6. (Original) The multi-cylinder engine according to claim 5, wherein the cylinder at the second end can be completely shut off while other cylinders continue to run whereas the cylinder at the first end cannot be shut off while any other cylinders continue to run.

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7. (Currently amended) A multi-cylinder engine comprising:  
an engine including a plurality of combustion chambers, each combustion chamber including a plurality of intake valves and a corresponding plurality of exhaust valves, wherein at least one combustion chamber can be completely shut off by placing the intake valves and exhaust valves thereof into a cut-off state and one combustion chamber can be partially shut off by placing at least one intake valve and at least one exhaust valve thereof into a cut-off state,

a shut off mechanism disposed at a first end of the engine, wherein the combustion chamber that can be completely shut off is positioned between the shut off mechanism and the combustion chamber that can be partially shut off.

8. (Original) The multi-cylinder engine according to claim 7, wherein the shut off mechanism includes working fluid channels and working fluid ports.

9. (Currently amended) The multi-cylinder engine according to claim 8 7, wherein the engine includes four in-line combustion chambers each having at least ~~four~~ two intake valves and at least two exhaust valves.

10. (Currently amended) The multi-cylinder engine according to claim 9, wherein at least ~~four~~ two intake valves and at least two exhaust valves of the two combustion chambers nearest a working fluid port can be cut off.

11. (Currently amended) The multi-cylinder engine according to claim 9, wherein at most half of the intake and exhaust valves of the two combustion chambers furthest away from the working fluid ports can be cut off.

12. (New) A multi-cylinder engine comprising:  
an engine including four in-line combustion chambers each having at least four valves, wherein at least one combustion chamber can be completely shut off and one combustion chamber can be partially shut off, and wherein at least four valves of the two combustion chambers nearest a working fluid port can be cut off; and

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a shut off mechanism disposed at a first end of the engine, wherein the combustion chamber that can be completely shut off is positioned between the shut off mechanism and the combustion chamber that can be partially shut off.

13. (New) A multi-cylinder engine comprising:

an engine including four in-line combustion chambers each having at least four valves, wherein at least one combustion chamber can be completely shut off and one combustion chamber can be partially shut off, and wherein at most half of the valves of the two combustion chambers furthest away from a working fluid port can be cut off; and

a shut off mechanism disposed at a first end of the engine, wherein the combustion chamber that can be completely shut off is positioned between the shut off mechanism and the combustion chamber that can be partially shut off.